



King County

Metropolitan King County Council Growth Management and Natural Resources Committee

STAFF REPORT

Agenda Item: 5
Briefing No.: 2008-B0166
Date: July 1, 2008
Prepared by: Kendall Moore
Paul Carlson
Beth Mountsier
Rick Buatista

Attending: Paul Reitenbach, DDES
Harry Reinert, DDES
Karen Wolf, Office of the Executive
Jennifer Lindwall, KCDOT
Dave Monthie, WLRD

REVISED

(substantive revisions shown in italics and underlining)

SUBJECT

This is the second “come back around” to issues and policies that needed further time to develop or resolve.

SYNOPSIS OF KEY ISSUES

- Chapter 7 (Transportation) Section II (Linking Transportation with Land Use), Subpart C, “Level of Service Standards” and Subpart D, “Concurrency” found at pages 7-10 through 7-12
- Chapter 8 (Services, Facilities and Utilities) Subpart H, “Water Supply” found at pages 8-7 through 8-14 of the Executive’s proposed amendments to the Comprehensive Plan.
- Introduction (Framework policies)

ANALYSIS

1. CHAPTER 7

A. Background

As the Committee will recall, central staff analyzed the Executive’s proposed concurrency policy and code changes back on April 29, 2008 (Briefing 2008-B0024). That analysis was performed under the caveat that the concurrency map, contained in the Executive’s March 1

Proposed Comprehensive Plan Update, was merely a placeholder and the final map¹ – detailing what areas in unincorporated King County would be open or closed to development – would be coming over in June.

In mid-June, KCDOT completed its data collection to and developed the concurrency map and back-up data. These have been transmitted to central staff and attached to this staff report are the following:

- Travel shed map – Attachment 1
- Concurrency map with open and closed areas – Attachment 2
- Travel Shed Test for Arterials - Attachment 3
- Travel Shed Test for Mobility Areas – Attachment 4
- Failing segments in Travel Sheds – Attachment 5
- Testing Data on Principals & Minor Arterials – Attachment 6
- LOS Standards Applicable in each Travel Shed - Attachment 7

Below is a table setting forth some major comparisons between the existing concurrency program and the Executive's proposed new concurrency system.

Existing	New
2 tests – travel time and TAM (volume to capacity)	1 test - actual drive during afternoon peak hour (mirrors driver's experience)
Hundreds of concurrency zones, green or red	25 Travel Sheds
Map applied to residential development only, with commercial developments evaluated on a case-by-case basis	Residential and commercial subject to same test
Difficult to understand how the concurrency model used the data inputs to create the map	Transparent: a list of the tested arterials for each Travel Shed is available and can see the LOS level achieved on each segment
Extra step – KCDOT issues concurrency certificate, then applicant goes to DDES for conditions and permits	No certificate; look up parcel and will be able to tell if open or closed to development because of concurrency
Impacts from one segment could influence the status of an adjoining segment	Only looks at travel within the Travel Shed
A red (closed) concurrency zone might be closed for many reasons with little certainty about possible solutions	More explicit connection between why a Travel Shed is closed and the failing segment(s) that result in it being closed
Uncertainty about reasons for zones being red led to uncertainty about which projects should be built so that zones could become green	Closer linkage between concurrency and CIP; Council will know which projects need to be completed so that failing segments will come into compliance
Calculations of future development and the capital projects needed to accommodate them often controversial	Travel time calculation addresses existing traffic conditions

¹ And back-up documentation supporting that map.

B. Existing concurrency program seen as controversial, ineffective

To recapitulate, the major elements of the existing concurrency system consist of:

- A two-part test: a travel time element, and the Transportation Adequacy Measure (TAM) measure of volume to capacity.
- For residential developments, inputs to the concurrency model calculate the afternoon peak traffic impacts on small concurrency zones throughout the unincorporated area. If a zone has too much traffic according to the model (that is, it fails either one or both of the tests), it is red on the concurrency map and a residential development cannot receive a concurrency certificate.
- The Council annually adopts a map that shows the most recent status of each zone – green or red – based on updates to the model input.
- In the urban unincorporated area, the LOS standard is E, except for certain exception called out in the Code that reduce the LOS to F.² These exceptions include short plats of up to nine units.
- Commercial developments are evaluated individually to determine their impact on afternoon peak traffic.

The current concurrency program and its predecessors have been criticized on a number of grounds, some of which are mentioned in the table above. Additionally, the consultant hired by the Council's Auditor raised several issues that are outlined in the next section.

C. Auditor's findings and recommendations

The Auditor's consultant on concurrency made 11 recommendations to improve the King County transportation concurrency program. One recommendation, to require an annual report and establish an independent expert review panel, has been implemented. Other recommendations concerned issues directly related to the current system and therefore are not relevant to this report. However, of the remaining recommendations, the proposed concurrency program addresses them.

- Recommendation #3: The concurrency model should be revised and simplified by: (1) using a single standard of congestion; (2) eliminating the use of the TAM as a measure of congestion; (3) using a single process of concurrency for all types of development.
- Recommendation #7: Exclude trips using state highways from the concurrency model. Assuming that this recommendation referred to HSS routes, the new concurrency proposal excludes HSS routes. This conforms to existing practices and provides specific policy language to that effect. However, as discussed below, the Council's expert review panel disagrees with this recommendation.
- Recommendation #9: Examine the implications of the LOS B standard to the unmet need for capacity-related improvements in the rural area segments of the

² There is no similar LOS change for short subdivisions in the Rural Area.

monitored corridors. The Executive's proposal does not propose to change the LOS B standard in the rural area and new text language discusses the difference in rural character that led to that decision.

- Recommendations #8, #10, and #11: generally call for a more direct link between the concurrency system's evaluation of corridors and the capital projects needed to improve facilities that do not meet travel time standards. The new concurrency program is intended to provide a more direct connection between deficient road segments and the projects that will bring them into compliance with applicable LOS standards. A review of the June proposed map and related information indicates that it is possible to identify specific arterial segments that are deficient and that contribute to the failure of a Travel Shed.³ In some cases, however, the problem roadways are state routes that the County would not be responsible for improving.

C. How the proposed concurrency system works

- There are 25 Travel Sheds. The boundaries of the Travel Sheds were determined by a combination of geographic features and observed travel patterns.
- In each Travel Shed, segments of all the principal and minor arterials⁴ were actually traveled during the afternoon peak period (4-6 p.m.) to determine the actual travel time. According to Executive staff, the segments were selected based on various criteria:
 - Travel patterns
 - Logical stopping and starting points, by which to verify actual time over distance
 - Unique features of the segment

³ In some cases, however, the problem roadways are state routes that the County would not be responsible for improving. For example look at Attachment 5.

⁴ According the Executive staff, they tried to choose segment lengths of 1-2 miles for Rural Areas and ½-1 mile for Urban Areas, however taking into account various factors.

- The LOS standards, found at page 14 of Proposed Ordinance 2008-0127, is the table setting forth the range of speeds for each LOS used by the County.⁵ These LOS standards are nationally recognized and taken from the Highway Capacity Manual. No change to the LOS standards is proposed as part of this new program.
- If 85 percent of a Travel Shed's tested road miles (principal and minor arterials) meet the LOS standard, the Travel Shed is judged concurrent with that LOS standard. For example:
 - Travel Shed 18 is totally rural and has a uniform LOS standard of B. 21.05 miles within that Travel Shed were measured. Of this total, 1.92 miles fail the LOS B standard, or approximately 9 percent. See Attachment 5. Conversely, 91 percent of the 21.05 principal and minor arterials miles tested in the Travel Shed pass. Because this is more than 85 percent, Travel Shed 18 is concurrent.
- However, a single Travel Shed could include a multiple LOS standards: urban unincorporated area (LOS E), Urban Mobility Area (LOS F), rural area (LOS B), Rural Mobility Area or Rural Town (LOS E), or one of the four Rural Neighborhood Commercial Areas listed in Policy T-212b (LOS D). A unique feature of this method is that the LOS for standard applies to the land use of the particular parcel. For example:
 - The Cottage Lake Rural Neighborhood Business Center provides an example of how the varying LOS requirements can have different impacts on different areas. The surrounding rural area in Travel Shed 10 is closed to development because 15.39 percent of the arterial miles are measured at LOS C, which is worse than LOS B and therefore the Travel Shed does not to meet the minimum requirements for Rural Areas. However, under the Executive's proposal, LOS D applies to the Cottage Lake Rural Neighborhood Business Center. Because all the miles in Travel Shed 10 meet LOS C or better, those parcels which are classified within the Cottage Lake Rural

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ROAD LEVELS OF SERVICE				
Road Classification:	I (State Routes)	II (Principal Arterials)	III (Minor Arterials)	IV (Collector Arterials)
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (MILES PER HOUR)			
A	>42	>35	>30	>25
B	>34 – 42	>28 – 35	>24 – 30	>19 – 25
C	>27 – 34	>22 – 28	>18 – 24	>13 – 19
D	>21 – 27	>17 – 22	>14 – 18	>9 – 13
E	>16 – 21	>13 – 17	>10 – 14	>7 – 9
F	<=16	<=13	<=10	<=7

Neighborhood Business Center, are determined concurrent and can be developed pursuant to their zoning.

- In other words, a Travel Shed's Urban Mobility Areas (LOS F) could be open to development (concurrent) while the rest of its Urban Area (LOS E) might be closed to development. Alternately a Travel Shed's Rural Area (LOS B) could be closed to development but a Rural Mobility Area (LOS D) could be open to development.
- The concurrency is better linked to the individual parcel. It is the intention of the Executive to implement a GIS overlay so that a review of the County's IMAP for a particular parcel will show whether the parcel is concurrent or not.

ISSUE

An important feature of the new concurrency proposal is that it treats pipeline development and future capital infrastructure investments differently from what is the current program. The current system now includes information on approved development and capital projects when evaluating trips from each of the red and green zones. Because the new concurrency proposal measures existing traffic on arterials, it does not immediately capture the impacts of approved, but unbuilt development, or additional development that would be allowable in open zones. For that matter, it also does not capture the impact of capital projects that are in the 6-year CIP for construction, but are not yet built. As a result, the annual monitoring updates will be very important.

Executive staff points to the annual update as a means of capturing the impacts of development that comes on-line. They have also indicated their intent to add all connector arterials to the analysis if some of the collector arterials become congested, which they have not found to be the case at present and have provided for that option in proposed Code change found at page 13 of Proposed Ordinance 2008-0127. Central staff are working with Executive staff on wordsmithing this code change to better clarify its intent.

D. Expert Review Panel

Ordinance 15804 (KCC 14.70.270) established the Expert Review Panel on Concurrency ("ERP"). By Motion 12575, the Council requested the ERP to advise the Council on the inclusion of HSS routes in the concurrency program. The ERP was also asked to evaluate the requirement that short subdivisions in the rural area comply with LOS B, and to evaluate how the proposed concurrency "model" diverges from the recommendations of the Auditor's consultant.

Today's agenda includes a report from the ERP chair, Robert Johns. The ERP generally supports the both the proposed concurrency methodology as well as the outcomes resulting from its application to the Rural and Urban Areas. However there are two elements on which the ERP differs with the Executive's proposal: (1) a more expansive ability to subdivide in a closed Travel Shed without having to purchase a

TDR (T-216f);⁶ and (2) that certain portions of Highways of Statewide Significance ("HSS") be included in the concurrency program when those HSS function like a County principal arterials in the affected Travel Shed. This would include portions of SR 18 and SR 169.

The ERP bases its rationale for inclusion of HSS on (1) the concurrency model already includes other state routes (albeit not HSS), for example 202, 203 and 900. In certain locations SRs 169 and 18 are functioning more as an arterial, with multiple intersections, than a highway linking points A and B. The ERP recognizes that the County does not have responsibility for improving these routes nor – given the shortfall in funding for County road needs – the financial resources to improve them. However, this is also the case for state routes already included in the new traffic analysis.

ISSUE

Road Services Division staff used 2004 and 2006 data to estimate the impact of including segments of SR 169, noting that this data does not substitute for more up-to-date data. Travel Shed 18 appears to come very close to failing – it would now have 14.74 percent of evaluated miles failing. Actual data collection could push this Travel Shed into the closed category. The percentage of failing miles in the Rural Areas (LOS B) in Travel Shed 7 also increases.

2. CHAPTER 8

A. Background:

As reported in the May 6 briefing 2008-B0088, some water purveyors had raised questions and concerns with the intent and text of some policies. Following that briefing, water purveyors and their representatives continued to meet with DNRP staff to clarify their understanding of the policy intent, resolve issues and to refine some of the policies. As a result of those discussions, the Executive has proposed revisions to some of the water supply policies and text.

At Attachment 8 are the proposed changes developed by Executive staff and the water purveyors. The affected policies are: F-228, 229, 232, 233, 234, 235, 236, 238 and 243. Council staff find that the changes still reflect the County's intent for clarification of County interests, and do not vitiate the County's policy direction on groundwater protection and water supply planning.

The following is a brief summary of the changes and status of issues still under review.

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T-216f In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights in order to satisfy transportation concurrency requirements.

Also See Section 13 of proposed ordinance 2008-0127 at p. 23: "L. Subdivisions and short subdivisions in the Rural Area, if for each lot that is created, one rural transferable development right under K.C.C. Chapter 21A.37 is purchased from the same travel shed."

B. Groundwater Protection

F-228. The proposed change removes reference to decommissioning of wells – and moves it to policy E-467 that deals more broadly with groundwater protection. The change clarifies that it is King County that can “facilitate” proper decommissioning of wells – when an area is connected to a Group A water system – not a responsibility of the water purveyor.

F-229. The policy’s sentence structure is reordered with regard to the County’s land use and water service decisions guided by concern for Rural Area ecosystems and in conformance with Countywide Planning Policy LU-15. This change seems to have resolved water purveyors concerns with the policy.

F-232. Proposed change removes reference to County-wide Planning Policy CA-6 and instead has new text at the beginning of the policy regarding the County’s obligations and objectives regarding protection of ground water resources. It also adds text to note other issues may be identified by and discussed with water service providers and State Departments of Ecology and Health with regard to groundwater protection.

C. Regional Planning

Policies F-233 through 235, and 238. These contain statements of King County’s interest in regional water supply planning and with the goal of cooperating with water utilities to produce a regional water supply plan. The changes proposed in this group of policies retain nearly all of the same language – but policy verbiage has been relocated or reallocated between policies. Listing of King County’s objectives for water supply planning has been consolidated in policy F-234. Much of Policy F-235 language has been moved to F-234 and the former policy F-238 text has been renumbered as F-235.

In general, the reordering and text changes satisfy both the water purveyors and still stay consistent with the intent of the proposed changes. This includes the references to incorporation of reclaimed water as part of water supply planning.

And with regard to reclaimed water – a final recommended change adds text to the introduction of Section I: Public Sewers and On-Site Wastewater Treatment and Disposal Systems to include a paragraph that acknowledges the current state of planning for reclaimed water by noting current efforts to develop a Reclaimed Water Comprehensive Plan and what issues it will address.

D. County Authority and Mandates

As noted before – there are a number of existing policies and policy amendments throughout the Water Supply policies that 1) clarify what elements must be contained in the utility’s “water system plan” to ensure adequate and appropriate water supply in both urban and rural areas of the County; and (2) use participation in regional water supply planning and review of local/municipal water supply planning to ensure goals with regard to efficiency, potential use of other sources such as reclaimed water, and consistency with other County plans meant to protect the public’s health and welfare.

The policy language refers to inclusion of certain information or review of issues in “water system plans” pursuant to proposed amendments in policies F-225, 226, 229, 239 and 240. Certain water purveyors had disputed King County’s authority to regulate via approval or conditioning of water system plans because the State Municipal Water law does not give the County such authority. It is the Executive’s position that the Municipal Water Law does not prohibit the exercise of the mandates contained in these policies; additionally, it is the County’s own law, KCC 13.24.010,⁷ that provides the authority for the County to expand the planning elements required in water “comprehensive plans” as a prerequisite for a variety of issues. They include: a water purveyor operating in unincorporated King County; approval of annexation proposals; granting of new right-of-way franchises and right-of-way franchise renewals; and approval of right-of-way construction permits.

DNRP staff and legal counsel continue to meet with water purveyors to discuss these policies in relation to the State’s Municipal Water law regarding water system plans, as well as other, current state law that pre-dates the Municipal Water Law but nevertheless still is relevant to guiding water utilities preparation and submittal of comprehensive plans.

As previously noted, part of the confusion is the County’s reliance on the term “water system plan,” in the water supply policies. That term is used in state legislation; where as the enabling code provision KCC 13.24.010 uses the term “comprehensive plan.” Over the course of the years, these two terms have morphed, with the County using them interchangeably – but primarily using “water system plan” in proposed 2008 policy amendments.

Council staff recommend that policies F-225, 226 and 229 be amended to eliminate the use of the state term, “water system plans,” in those places where in fact it is under County authority that the water purveyors must provide the information. Central staff recommends, where appropriate that the County Code term “comprehensive plan” be used when it is under the County’s authority that the water purveyors must comply. This will then appropriately distinguish between what the County requires water purveyors to provide for local review and approval, and what are elements of the “water system plans” that are required to be reviewed as part of the state process for approval. Policy F-240 regarding the UTRC role in reviewing both kinds of plans should probably be amended as well to clarify its role in reviewing both water supply comprehensive plans and the water system plans. Further work with legal counsel regarding these distinctions is needed prior to proposal of final policy language.

3. FRAMEWORKS

Based on a review of the Executive proposed changes to the Comprehensive Plan, the leadership team has approved a streamlined version of the framework policies. Reduced from seven policies to three, the new framework policies are less redundant, capture those themes that run through the majority of the topical chapters, and are more concise. They are:

⁷ In relevant part KCC 13.24.010 states: “Comprehensive plans for water and sewer districts or any other public or private entities that distribute or obtain water or provide sewer collection or treatment in unincorporated areas of King County shall be adopted by that entity and approved by the King County council as a prerequisite for the following: 1. Operating in unincorporated King County ...”

- FW-101 King County will seek to reduce health disparities and address issues of equity, social and environmental justice when evaluating its land use policies, programs, and practices.
- FW-102 King County will ~~((achieve a climate stabilization target in government operations by reducing greenhouse gas emissions 80 percent below current levels by 2050))~~ be a leader in adaptation to, and mitigation of, climate change effects.
- FW-~~((107))~~ 103 King County will ~~((continue to measure broad community-level conditions and related))~~ develop appropriate performance measurement tools, based on best practices, in order to assess agency performance and ~~((report these results to the public. King County will use these results to regularly assess))~~ the achievement of Countywide Planning Policies and comprehensive plan goals.

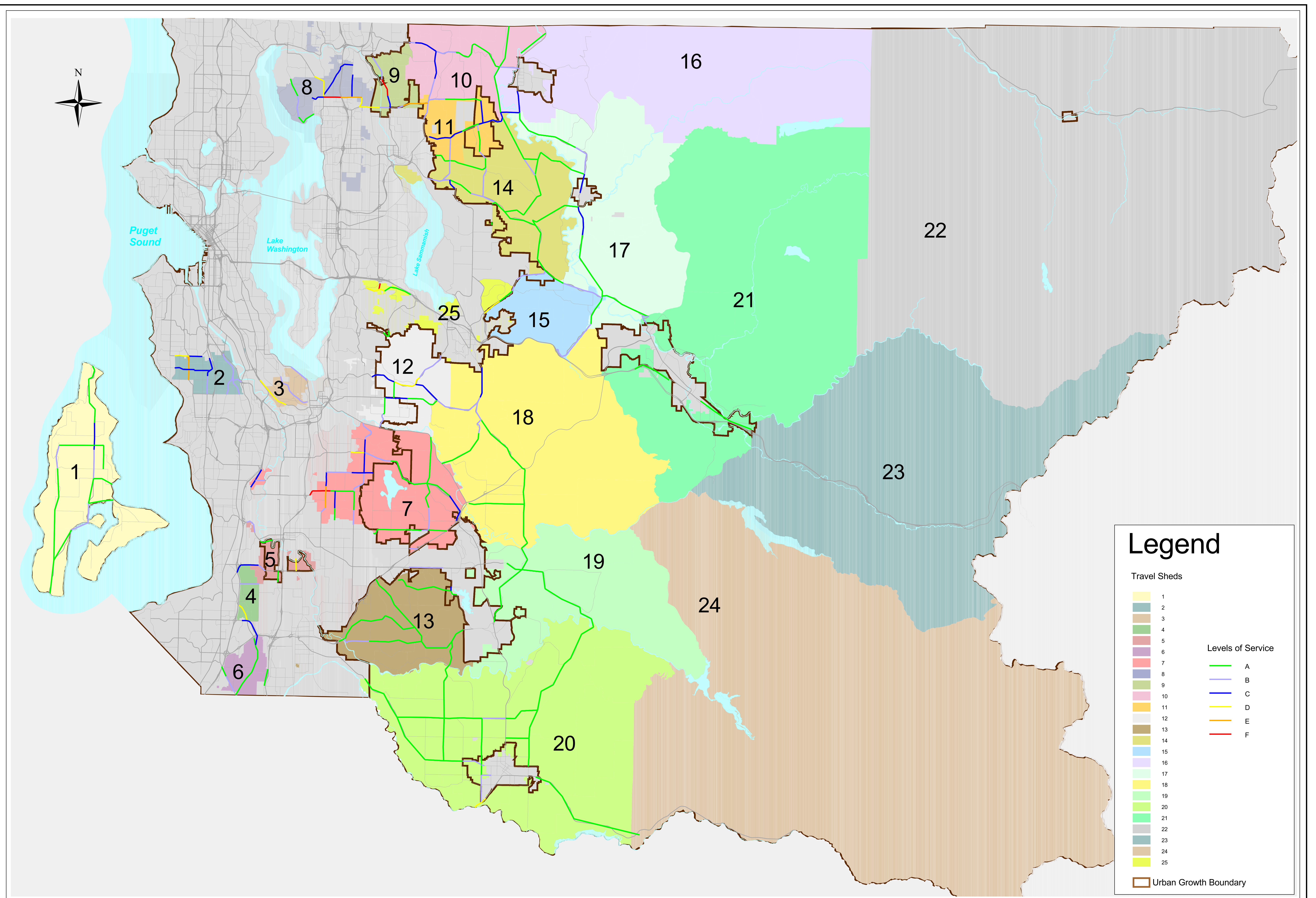
The text introducing these framework policies has also been amended to consolidate some of the issues covered by framework policies removed, specifically relating to access to healthy foods, public health, and air quality.

The policy on the Puget Sound was removed as redundant with the extensive new text and policies contained in Chapter 4 (Environment). Additionally, while protecting the Puget Sound is vital, as a stand alone framework it appears too limited; whereas Chapter 4 contains policies and text that re-enforce the County's leadership role protecting and restoring other waters, as well as lands.

See Attachment 9 for complete rewrite.

Attachments:

- Travel shed map – Attachment 1
- Concurrency map with open and closed areas – Attachment 2
- Travel Shed Test for Arterials - Attachment 3
- Travel Shed Test for Mobility Areas – Attachment 4
- Failing segments in Travel Sheds – Attachment 5
- Testing Data on Principals & Minor Arterials – Attachment 6
- Executive & water purveyors agreed revisions to water policies - Attachment 7
- Negotiated Changes to Water Supply Policies – Attachment 8
- Rewrite of Framework Policies and text – Attachment 9

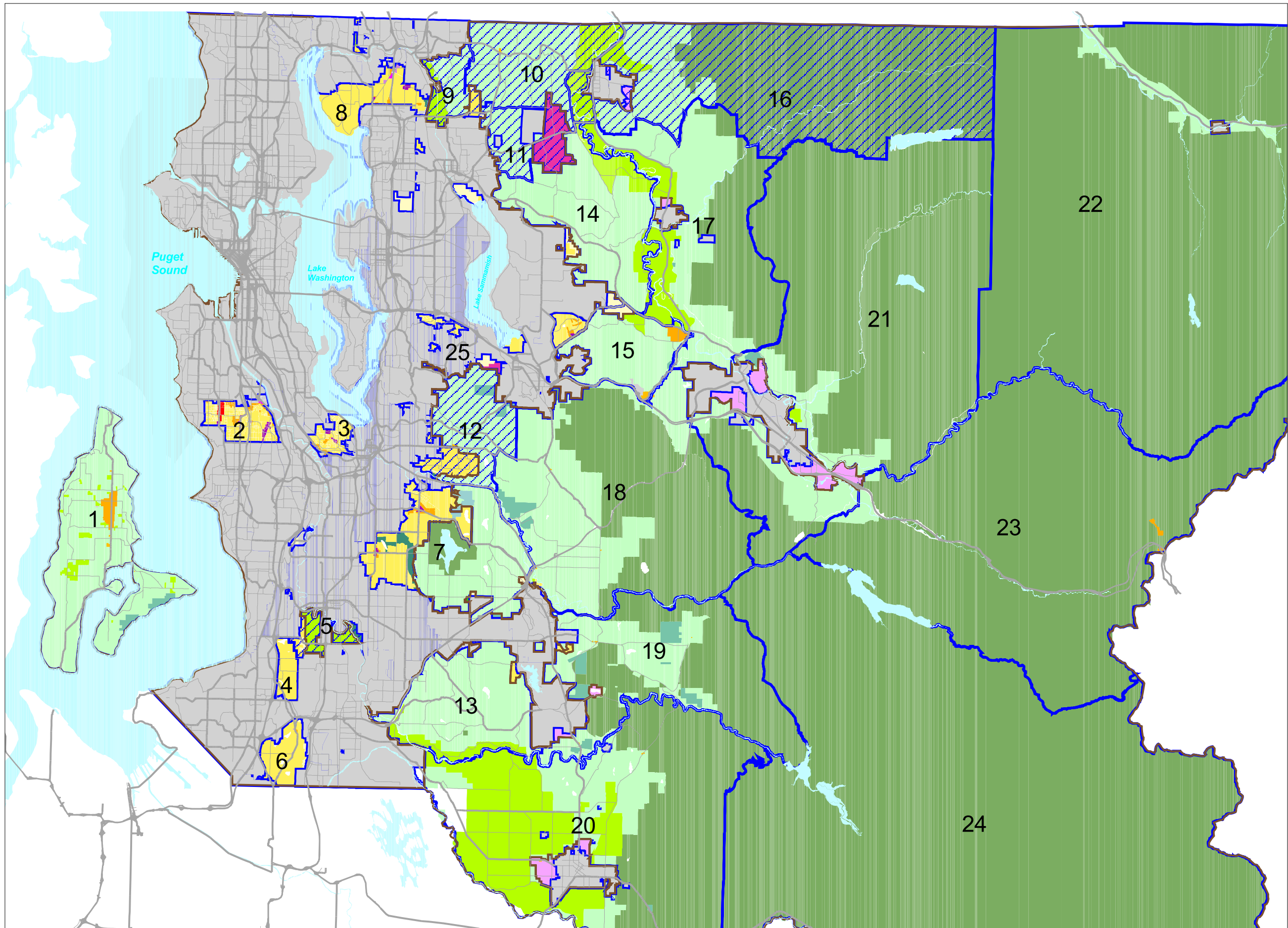


Transportation Concurrency Travel Shed Boundaries with Arterial Levels of Service

Executive Proposed King County Comprehensive Plan 2008, June 4, 2008

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Legend

- Urban Growth Boundary
- Cities
- Areas Failing Concurrency
- Shed Boundaries
- Comprehensive Plan Land Use**
- Unincorporated Activity Center
- Agriculture
- Community Business Center
- Commercial Outside of Centers
- Forestry
- Greenbelt/Urban Separator
- Industrial
- Mining
- Neighborhood Business Center
- Other Parks/Wilderness
- King County Owned Open Space/Recreation
- Rural Neighborhood
- Rural Residential, 1 du/2.5-10 ac
- Rural Town
- Rural City Urban Growth Area
- Urban Residential, high
- Urban Residential, low
- Urban Residential, medium
- Urban Plan Development
- Tribal Lands



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Transportation Concurrency Attachment A

Executive Recommended King County Comprehensive Plan 2008, June 4, 2008

King County Transportation Concurrency 2008 Travel Shed Test For Principal and Minor Arterials

June 4, 2008

Travel Sheds	Geographic Identifier	Total Shed Mileage	Urban Mileage	Rural Mileage	Total Shed Mileage Failing Standards	Percent Total Shed Failing Standards	Travel Shed Concurrency Test (85%)
1	Vashon	26.50	0.00	26.50	1.39	5.25	PASS
2	White Center	10.21	10.21	0.00	0.00	0.00	PASS
3	Skyline	4.79	4.79	0.00	0.00	0.00	PASS
4	North Federal Way	4.14	4.14	0.00	0.00	0.00	PASS
5	Green River Valley	3.69	1.10	2.59	1.13	30.62	FAIL
6	SE Federal Way	5.88	5.88	0.00	0.00	0.00	PASS
7	Soos Creek	33.19	21.64	11.55	2.32	6.99	PASS
8	Juanita/Kingsgate	11.97	11.97	0.00	1.00	8.35	PASS
9	Sammamish Valley	6.13	2.02	4.11	2.16	35.24	FAIL
10	Woodinville	20.21	0.00	20.21	3.11	15.39	FAIL
11	Novelty Hill	14.75	5.62	9.13	2.31	15.66	FAIL
12	Newcastle/East Renton	12.80	2.82	9.98	4.63	36.17	FAIL
13	East Auburn	22.26	0.54	21.72	0.00	0.00	PASS
14	Union Hill/202	34.29	0.00	34.29	2.01	5.86	PASS
15	Sammamish	11.40	3.24	8.16	0.00	0.00	PASS
16	Duvall	8.45	0.00	8.45	2.46	29.11	FAIL
17	Snoqualmie Valley*	19.62	0.51	19.11	2.52	12.84	PASS
18	Tiger Mtn/Hobart	21.05	0.00	21.05	1.92	9.12	PASS
19	Black Diamond	12.31	0.00	12.31	0.00	0.00	PASS
20	Enumclaw	41.55	0.39	41.16	0.46	1.11	PASS
21	North Bend	6.22	3.16	3.06	0.00	0.00	PASS
22	Skykomish	0.00	0.00	0.00	0.00	0.00	N/A
23	Snoqualmie Pass	0.00	0.00	0.00	0.00	0.00	N/A
24	White River	0.00	0.00	0.00	0.00	0.00	N/A
25	Klahanie/Eastgate	5.30	5.30	0.00	0.35	6.60	PASS

* The May 30, 2008 opening of the new Tolt Bridge has enabled the Tolt Road corridor to meet Rural LOS standards

King County Transportation Concurrency Test For Mobility Areas

June 4, 2008

Mobility Areas and Standards	Geographic Name	Travel Shed	Total Shed Mileage	Total Shed Mileage Failing Standards	Percent Total Shed Failing Standards	Travel Shed Concurrency Test (85%)
Urban Activity Center (LOS F)	White Center	2	10.21	0	0	Pass
Urban Community Business Centers (LOS F)	Boulevard Park	2	10.21	0	0	Pass
	Fairwood	7	33.19	0	0	Pass
	Juanita-Woodinville Way/100th Ave NE	8	11.97	0	0	Pass
	Kingsgate	8	11.97	0	0	Pass
	Klahanie	25	5.22	0	0	Pass
	Panther Lake	7	33.19	0	0	Pass
	Roxhill	2	10.21	0	0	Pass
	Salmon Creek	2	10.21	0	0	Pass
	Skyway	3	4.79	0	0	Pass
	Top Hat	2	10.21	0	0	Pass
Urban Neighborhood Business Centers (LOS F)	116th Ave NE/NE 160th St	8	11.97	0	0	Pass
	Avondale Corner	11	14.75	0	0	Pass
	Benson at 192nd St	7	33.19	0	0	Pass
	Beverly Park	2	10.21	0	0	Pass
	Jovita	6	5.88	0	0	Pass
	Juanita Drive/NE 122nd Pl	8	11.97	0	0	Pass
	Juanita Drive/NE 141st St	8	11.97	0	0	Pass
	Juanita-Woodinville Way/NE 145th St	8	11.97	0	0	Pass
	Lake Geneva	6	5.88	0	0	Pass
	Martin Luther King Jr. Way/60th Ave-64th Ave S	3	4.79	0	0	Pass
	Mud Lake	6	5.88	0	0	Pass
	Puget Sound Jr. High Site	2	10.21	0	0	Pass
	Rainier Ave S/S 114th-S. 117th St	3	4.79	0	0	Pass
	Spider Lake	6	5.88	0	0	Pass
	Unincorporated South Park	2	10.21	0	0	Pass
Rural Towns (LOS E)	Fall City	15	10.56	0	0	Pass
	Snoqualmie Pass	23	0.00	0	0	Pass
	Vashon Island	1	26.50	0	0	Pass
Rural Neighborhood Commercial Centers (LOS D)	Cottage Lake	10	20.21	0	0	Pass
	Cumberland	20	41.55	0	0	Pass
	Maple Valley	18	21.05	0	0	Pass
	Preston	15	10.56	0	0	Pass

Failing Segments in Travel Sheds that Fail the Transportation Concurrency Test

June 4, 2008

Shed	Urban	Arterial	Corridors	Segment	LOS	Length
5	Rural	Minor	83rd Ave S (Central Ave S)	Green River Bridge to S 277th St	D	0.55
5	Rural	State Route	S Kent-Des Moines Rd (SR-516)	Meeker Rd to Green Riv.	D	0.58
9	Rural	State Route	Woodinville-Redmond Rd (SR-202)	NE 124th to NE 136th	C	0.82
9	Rural	State Route	Woodinville-Redmond Rd (SR-202)	NE 136th to NE 145th	F	0.80
9	Rural	Principal	NE 124/128 St	132nd NE to Sammamish Riv.	D	0.54
10	Rural	Principal	NE 124th St	Novelty Hill Rd to SR-203	C	0.28
10	Rural	Principal	Avondale Rd.	Woodinville-Duvall Rd to NE 164th Way	C	1.51
10	Rural	Principal	NE Woodinville-Duvall Rd.	182nd NE to Avondale Rd	C	0.88
10	Rural	Principal	Novelty Hill Rd.	234th Ave NE to W Snoqualmie Valley Rd	C	0.44
11	Rural	Principal	Novelty Hill Rd.	Redmond City Limits to 218th Ave NE	C	2.00
11	Rural	Principal	NE 124/128 St	172nd NE to Avondale	E	0.31
12	Rural	State Route	SR-900	May Valley Rd to 164th NE	D	1.22
12	Rural	State Route	SR-900	164th NE to Hoquiam Ave NE	C	1.60
12	Rural	Principal	SE May Valley Rd.	SR-900 to SE 128th St	C	1.38
12	Rural	Principal	SE 128th St.	156 Ave SE to 175 Ave SE	C	0.43
16	Rural	Principal	NE 124th St	Novelty Hill Rd to SR-203	C	1.00
16	Rural	State Route	SR-203	.5 mi n/o Cherry Valley Rd to NE 140th St	C	0.22
16	Rural	State Route	SR-203	NE 140th St to NE 124th st	C	1.24

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
1	Beal Rd SW/SW Bank Rd	SW Cemetary to Vashon Hwy	570.1	Minor	Rural	A	1.76	
1	SW Bank Rd/Thorsen Rd SW/Westside Hwy	Vashon Hwy to Commons R	571.1	Minor	Rural	A	1.75	
1	SW Bank Rd/Thorsen Rd SW/Westside Hwy	Commons to Cemetary Rds	571.3	Minor	Rural	B	1.50	
1	SW Bank Rd/Thorsen Rd SW/Westside Hwy	Cemetary Rd to SW 220th St	571.6	Minor	Rural	A	1.68	
1	SW Bank Rd/Thorsen Rd SW/Westside Hwy	Westside Hwy to SW 248th St	572.1	Minor	Rural	A	1.95	
1	SW Bank Rd/Thorsen Rd SW/Westside Hwy	SW 248th St to Vashon Hwy	572.2	Minor	Rural	A	1.63	
1	SW 204th St/SW Ellisport Rd.	Vashon Hwy to Dockton Rd SW	573.1	Minor	Rural	A	1.15	
1	SW Quartermaster Drive	Vashon Hwy to Dockton Rd SW	574.1	Minor	Rural	A	1.44	
1	Vashon Hwy SW	N. Vashon ferry to SW Cedarhurst	460.01	Principal	Rural	A	1.81	
1	Vashon Hwy SW	SW Cedarhurst to SW 156th	460.05	Principal	Rural	A	1.60	
1	Vashon Hwy SW	SW 156th to SW 178th	460.08	Principal	Rural	C	1.39	
1	Vashon Hwy SW	SW 178th to SW 204th	460.1	Principal	Rural	B	1.62	
1	Vashon Hwy SW	SW 204th to Quartermaster Dr.	460.12	Principal	Rural	A	1.41	
1	Vashon Hwy SW	Quartermaster Dr to Shawnee Rd.	461.1	Principal	Rural	B	2.07	
1	Vashon Hwy SW	Shawnee Rd. to Viewpoint Park	461.4	Principal	Rural	A	1.03	
1	Vashon Hwy SW	Viewpoint Park to Pt. Defiance Ferry	461.7	Principal	Rural	A	2.71	
							26.50	
2	Military Rd S.	Des Monies Mem. Dr. to S 128th St	555.1	Minor	Urban	B	1.08	
2	Des Moines Memorial Rd S.	Military Rd to SR-99	556.06	Minor	Urban	B	1.40	
2	S 116th St/S 116th Way	Military Rd to 26th Ave S	557.1	Minor	Urban	B	0.36	
2	SW 106th St/SW 107th St/SW 108th St.	Sealo Beach Dr to 112th SW	559.1	Minor	Urban	C	1.01	
2	SW 106th St/SW 107th St/SW 108th St.	112th Ave to Meyers Way	559.5	Minor	Urban	C	0.93	
2	1st Ave S/Myers Way S.	Olson PI SW to 6th Way S	452.1	Principal	Urban	B	1.04	
2	1st Ave S/Myers Way S.	6th Ave S to SW 128th St.	452.4	Principal	Urban	C	1.49	
2	16th Ave SW.	SW Roxbury to SW 116th	453.1	Principal	Urban	E	1.26	
2	SW Roxbury Rd.	35th Ave SW to 16th Ave SW	454.1	Principal	Urban	D	0.66	
2	SW Roxbury Rd.	16th Ave SW to 4th Ave SW	454.6	Principal	Urban	C	0.70	
2	17th Ave SW/SW White Center Cut-off	SW Roxbury to SW 100th	455.1	Principal	Urban	E	0.28	
							10.21	
3	Renton Ave S.	S. 112th St. to S 126th St.	553.01	Minor	Urban	B	1.05	
3	Renton Ave S.	S 126th St. to Taylor Ave NW	553.04	Minor	Urban	B	1.16	
3	Martin Luther King Jr Way (SR-900)	I-5 to S. 135th St.	449.1	State Route	Urban	D	1.57	
3	Rainier Ave S. (SR-167)	S 106th to Renton Airport Entrance	450.1	State Route	Urban	C	1.01	
							4.79	
4	S 288th St.	I-5 to 51st Ave S	552.1	Minor	Urban	B	1.04	
4	S. 272nd St/S. 277 St.	Military Rd to Lk Fenwick Rd.	18.05	Principal	Urban	C	0.51	5

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
4	Peasley Canyon Road/ S. 320th St.	37th Pl S to Peasley Canyon Way S	34.02	Principal	Urban	C	1.16	
4	Military Rd S	272nd to Start Lake Rd	440.1	Principal	Urban	C	0.47	
4	Military Rd S	31st Ave S to S 320th St.	441.1	Principal	Urban	D	0.96	
							4.14	
5	83rd Ave S (Central Ave S)	Green River Bridge to S 277th St	544.1	Minor	Rural	D	0.55	
5	West Valley Hwy	S 277th St to S 287th St	550.01	Principal	Rural	B	0.61	
5	S 272nd / S 277th St.	Military Rd to Lk Fenwick Rd	18.05	Principal	Urban	C	0.44	
5	S 272nd / S 277th St.	Lk Fenwick Rd. to SR-167	18.08	Principal	Urban	B	0.49	
5	S 272nd / S 277th St.	Lk Fenwick Rd. to SR-167	18.08	Principal	Rural	B	0.85	
5	S Kent-Des Moines Rd (SR-516)	Military Rd to Meeker Rd	445.1	State Route	Urban	B	0.17	
5	S Kent-Des Moines Rd (SR-516)	Meeker Rd to Green Riv.	445.3	State Route	Rural	D	0.58	
							3.69	
6	West Valley Hwy	1st Ave N to 3rd Ave SW	575.1	Minor	Urban	A	0.97	
6	SR-161	16th Ave S to Military Rd	20.04	State Route	Urban	B	1.58	
6	Military Rd S	SR-18 to S 352nd St.	442.1	Principal	Urban	A	1.21	
6	Military Rd S	S 352nd St. to S 360th St.	442.5	Principal	Urban	A	0.54	
6	Military Rd S	S. 360th St. to S. 374th	443.1	Principal	Urban	A	1.07	
6	Peasley Canyon Way	Peasley Canyon Rd to Military Rd	462.01	Principal	Urban	C	0.51	
							5.88	
7	SE 256th St.	180th Ave SE to SR-18	36.03	Minor	Rural	B	0.51	
7	140th Ave. SE/132 Ave. SE	SE 208th St to SE 224th St	14.15	Principal	Urban	A	1.00	
7	140th Ave. SE/132 Ave. SE	SE 224th St to SE 236th Pl	14.17	Principal	Urban	B	0.78	
7	Cedar Grove Rd	SR-169 to 230th SE	522.1	Minor	Rural	A	0.16	
7	116th Ave SE	SE 208th to SE 221st	539.1	Minor	Urban	C	0.85	
7	116th Ave SE	SE 221st to SE 228th	539.3	Minor	Urban	A	0.44	
7	196th Ave SE	SR-169 to Petrovitsky Rd	541.1	Minor	Rural	A	2.53	
7	196th Ave SE	Petrovitsky Rd to SE 227th St	542.1	Minor	Rural	A	1.98	
7	196th Ave SE	SE 227th St to SE 240th St	542.4	Minor	Rural	B	0.70	
7	140th Ave. SE/132 Ave. SE	SR-169 to Fairwood Blvd	14.01	Principal	Urban	B	1.27	
7	140th Ave. SE/132 Ave. SE	Fairwood Blvd to SE 192nd St	14.07	Principal	Urban	C	1.75	
7	140th Ave. SE/132 Ave. SE	SE 192nd St to SE 208th St	14.12	Principal	Urban	B	1.28	
7	Petrovitsky Rd.	122nd SE to 140th SE	15.1	Principal	Urban	D	1.12	
7	Petrovitsky Rd.	140th SE to Parkside Way	15.13	Principal	Urban	B	1.64	
7	Petrovitsky Rd.	Parkside to 184th SE	15.17	Principal	Urban	A	1.68	
7	Petrovitsky Rd.	184th SE to SE 215th	15.2	Principal	Rural	A	2.48	
7	Petrovitsky Rd.	SE 215th to SE 232nd	15.23	Principal	Rural	C	1.24	

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
7	SE 208 St./SE 212 St.	95th Pl SE to 110th Lane SE	16.02	Principal	Urban	F	1.08	
7	SE 208 St./SE 212 St.	110th Ln SE to 132nd SE	16.08	Principal	Urban	A	1.37	
7	SR-515	SE 192nd St to SE 204th St	25.06	State Route	Urban	C	0.74	
7	SR-515	SE 204th St to SE 222nd St	25.1	State Route	Urban	E	1.15	
7	SR-515	SE 222nd St to SE 236th St	25.13	State Route	Urban	B	0.97	
7	SE 240th St.	164th Ave SE to 180th Ave SE	37.1	Minor	Rural	A	1.00	
7	SE 240th St.	196th Ave SE to SR-18	37.6	Minor	Rural	A	0.95	
7	SE 192nd St.	SR-515 to 129th SE	444.01	Principal	Urban	C	1.34	
7	SE 192nd St.	129th SE to 140th Ave SE	444.05	Principal	Urban	B	0.64	
7	SE 192nd St.	140th Ave SE to 148th Ave SE	444.06	Minor	Urban	A	0.42	
7	S 200th St	Orilla Rd to Russell Rd.	447.1	Principal	Urban	B	0.64	
7	Orillia Rd S.	I-5 to S 135th St	448.1	Principal	Urban	C	1.48	
							33.19	
8	132nd Ave NE	NE 124th St to NE 132nd St	502.1	Minor	Urban	D	0.53	
8	Juanita-Woodinville Way	100th Ave NE to NE 145th St	21.01	Minor	Urban	C	1.04	
8	Juanita-Woodinville Way	NE 145th St to 115th Ave NE	21.06	Minor	Urban	C	0.65	
8	Juanita-Woodinville Way	115th Ave NE to 124th Ave NE	21.1	Minor	Urban	C	0.72	
8	Juanita Dr. NE / NEJuanita Dr.	NE 145th to NE 128th	22.08	Minor	Urban	A	1.27	
8	Juanita Dr. NE / NEJuanita Dr.	NE 128th to NE 112th	22.11	Minor	Urban	B	1.03	
8	Juanita Dr. NE / NEJuanita Dr.	NE 112th to 93rd Ave NE	22.15	Minor	Urban	A	1.09	
8	NE 132nd St.	100th Ave NE to 116th Ave NE	23.01	Principal	Urban	F	1.00	
8	NE 132nd St.	116th Ave NE to 132nd Ave NE	23.05	Principal	Urban	E	1.03	
8	NE 132nd St/ NE 131st Way	92nd Ave NE to 100th Ave NE	500.1	Minor	Urban	C	0.57	
8	124th Ave NE	NE 145th Pl to NE 132nd St	501.1	Minor	Urban	C	1.04	
8	NE 124/128 St	132nd NE to Sammamish Riv.	3.05	Principal	Urban	D	0.59	
8	100th Ave NE/Simonds Rd NE	92nd Ave NE to NE 132nd St	407.1	Principal	Urban	D	1.41	
							11.97	
9	Woodinville-Redmond Rd (SR-202)	NE 124th to NE 136th	503.1	State Route	Rural	C	0.82	
9	Woodinville-Redmond Rd (SR-202)	NE 136th to NE 145th	503.3	State Route	Rural	F	0.80	
9	Woodinville-Redmond Rd	NE 145th to NE 171st	504.1	Minor	Rural	B	1.45	
9	NE 124/128 St	132nd NE to Sammamish Riv.	3.05	Principal	Rural	D	0.54	
9	NE 124/128 St	Sammamish Riv. to 172nd NE	3.08	Principal	Rural	B	0.50	
9	NE 124/128 St	Sammamish Riv. to 172nd NE	3.08	Principal	Urban	B	1.04	
9	NE 124/128 St	172nd NE to Avondale	3.14	Principal	Urban	E	0.73	10
9	NE Woodinville-Duvall Rd.	167th NE to 182nd NE	2.11	Principal	Urban	B	0.25	
							6.13	

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
10	NE 133rd St/Trilogy Parkway	Avondale to 202nd NE	3.18	Minor	Rural	B	0.89	14
10	NE 133rd St/Trilogy Parkway	202nd NE to 232nd NE	3.22	Minor	Rural	A	1.59	
10	NE 124th St	Novelty Hill Rd to SR-203	402.1	Principal	Rural	C	0.28	14
10	W. Snoqualmie Rd	Sno. Co. Limits to NE Woodinville-Duvall Rd.	505.1	Minor	Rural	A	2.29	
10	W. Snoqualmie Rd	NE Woodinville-Duvall Rd. to NE 124th St	505.4	Minor	Rural	A	2.57	16
10	Avondale Rd.	Woodinville-Duvall Rd to NE 164th Way	1.01	Principal	Rural	C	1.51	
10	Avondale Rd.	NE 164th Way NE to NE 132nd St	1.08	Principal	Rural	B	1.15	
10	NE Woodinville-Duvall Rd.	167th NE to 182nd NE	2.11	Principal	Rural	B	0.68	
10	NE Woodinville-Duvall Rd.	182nd NE to Avondale Rd	2.13	Principal	Rural	C	0.88	
10	Novelty Hill Rd.	234th Ave NE to W Snoqualmie Valley Rd	4.13	Principal	Rural	C	0.44	14
10	NE Woodinville-Duvall Rd.	Avondale Rd to 208th Ave NE	400.01	Principal	Rural	B	1.05	
10	NE Woodinville-Duvall Rd.	208th Ave NE to 236th NE	400.08	Principal	Rural	A	2.39	
10	NE Woodinville-Duvall Rd.	236th NE to W. Snoq. Valley Rd.	401.01	Principal	Rural	A	1.17	
10	NE Woodinville-Duvall Rd.	W Snoqualmie Valley Rd to SR-203	401.09	Principal	Rural	B	0.98	
10	SR-203	Snohmsh CL to .5 mi n/o Cherry Valley Rd	403.01	State Route	Rural	A	2.34	16
							20.21	
11	NE 133rd St/Trilogy Parkway	Avondale to 202nd NE	3.18	Minor	Rural	B	0.89	10
11	NE 133rd St/Trilogy Parkway	202nd NE to 232nd NE	3.22	Minor	Rural	A	1.63	10
11	NE 133rd St/Trilogy Parkway	202nd NE to 232nd NE	3.22	Minor	Urban	A	0.32	10
11	NE 133rd St/Trilogy Parkway	232nd NE to Novelty Hill Rd	19.01	Minor	Urban	C	1.21	
11	NE Union Hill Rd.	196th Ave NE to 205th Ave NE	31.06	Minor	Rural	A	0.73	14
11	NE Union Hill Rd.	205th Ave NE to 217th PI NE	31.09	Minor	Rural	A	0.82	14
11	NE Union Hill Rd.	217th PI NE to 229th Ave NE	31.12	Minor	Rural	A	0.18	14
11	236th/238th Ave. NE	Novelty Hill Rd to NE Cedar Park Crsnt	19.02	Minor	Urban	B	0.81	
11	236th/238th Ave. NE	NE Cedar Park Crsnt to NE 80th St	19.04	Minor	Urban	A	1.05	
11	208th Ave NE/204th PI NE	Novelty Hill to Union Hill Rd.	508.1	Minor	Rural	B	1.20	
11	Novelty Hill Rd.	Redmond City Limits to 218th Ave NE	4.02	Principal	Rural	C	2.00	
11	Novelty Hill Rd.	218th Ave NE to 234th Ave NE	4.09	Principal	Rural	A	0.14	
11	Novelty Hill Rd.	218th Ave NE to 234th Ave NE	4.09	Principal	Urban	A	1.00	
11	Novelty Hill Rd.	234th Ave NE to W Snoqualmie Valley Rd	4.13	Principal	Urban	C	0.88	14

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
11	Avondale Rd NE	NE 132nd St to NE 116th St	1.12	Principal	Rural	B	0.94	
11	Avondale Rd NE	NE 132nd St to NE 116th St	1.12	Principal	Urban	B	0.13	
11	NE 124/128 St	172nd NE to Avondale	3.14	Principal	Urban	E	0.22	9
11	NE 124/128 St	172nd NE to Avondale	3.14	Principal	Rural	E	0.31	
11	Avondale Rd NE	NE 164th Way NE to NE 132nd St	1.08	Principal	Rural	B	0.29	10
							14.75	
12	164th Ave SE	SR-900 to SE 128th St	521.1	Minor	Rural	A	0.86	
12	154th Pl. SE/156th Ave SE	SE 128th St to 154th Ave SE	33.01	Minor	Urban	A	1.01	
12	154th Pl. SE/156th Ave SE	154th Ave SE to SR-169	33.04	Minor	Urban	B	0.76	
12	SR-900	SE 95th St to May Valley Rd	9.08	State Route	Rural	B	1.80	
12	SR-900	May Valley Rd to 164th NE	9.11	State Route	Rural	D	1.22	
12	SR-900	164th NE to Hoquiam Ave NE	9.16	State Route	Rural	C	1.60	
12	SE May Valley Rd.	SR-900 to SE 128th St	420.1	Principal	Rural	C	1.38	
12	SE May Valley Rd.	SE 128th St. to Issaq.-Hobart Rd.	420.4	Principal	Rural	B	0.93	18
12	Lakemont BLVD/Newcastle Golf Club	Forest Dr. to 155th SE	421.1	Principal	Urban	A	0.26	25
12	SE 128th St.	156th Ave SE to 175th Ave SE	422.01	Principal	Urban	C	0.76	
12	SE 128th St.	175th Ave SE to SE May Valley Rd	422.06	Principal	Rural	A	1.79	18
12	SE 128th St.	156 Ave SE to 175 Ave SE	422.01	Principal	Rural	C	0.43	
							12.80	
13	212th Ave SE/218th Ave SE	Aub-Blk Dia. Rd to Green Valley Rd	533.1	Minor	Rural	A	1.38	
13	SE Lake Holm Rd	Auburn-Black Diamond Rd to 147th SE	535.01	Minor	Rural	B	1.64	
13	SE Lake Holm Rd	147th SE to 170th Pl SE	535.07	Minor	Rural	A	1.48	
13	SE Lake Holm Rd	170th Pl SE to 192nd Ave SE	535.1	Minor	Rural	A	1.38	
13	Covington Sawyer Rd	164 Pl SE to 188 Ave SE	536.6	Minor	Rural	A	1.38	
13	Covington Sawyer Rd	188th Ave SE to 216TH Ave SE	536.8	Minor	Rural	A	1.53	
13	Covington Sawyer Rd	188th Ave SE to 216TH Ave SE	536.8	Minor	Urban	A	0.28	
13	216th Av SE/SE 296th St/224th Av SE	SR -516 to Covington-Sawyer Rd	537.01	Minor	Urban	C	0.26	
13	216th Av SE/SE 296th St/224th Av SE	SE 304th to Auburn-Black Diamond Rd	537.08	Minor	Rural	A	0.57	
13	Kent-Black Diamond Rd.	SR-18 to 168th SE	431.1	Principal	Rural	A	1.68	
13	Kent-Black Diamond Rd.	168th SE to Aub.-Blk. Dia. Rd.	431.5	Principal	Rural	A	1.59	
13	Auburn-Black Diamond Rd.	KBD Rd to 168th Way SE	432.01	Principal	Rural	A	1.51	
13	Auburn-Black Diamond Rd.	168th Way SE to SE 318th St	432.04	Principal	Rural	A	1.49	
13	Auburn-Black Diamond Rd.	SE 318th Way SE to SR-18	432.09	Principal	Rural	A	1.94	
13	Auburn-Black Diamond Rd.	Kent-Blk. Dia. Rd. to 196th SE	433.1	Principal	Rural	A	1.23	
13	Auburn-Black Diamond Rd.	196th SE to 227th Ave SE	433.4	Principal	Rural	A	2.42	
13	Auburn-Black Diamond Rd.	227th Ave SE to Lk Sawyer Rd	433.6	Principal	Rural	A	0.50	
							22.26	

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
14	NE Union Hill Rd.	196th Ave NE to 205th Ave NE	31.06	Minor	Rural	A	0.65	11
14	NE Union Hill Rd.	205th Ave NE to 217th PI NE	31.09	Minor	Rural	A	0.82	11
14	NE Union Hill Rd.	217th PI NE to 229th Ave NE	31.12	Minor	Rural	A	0.77	11
14	NE Union Hill Rd.	229th Ave NE 238th Ave NE	31.14	Minor	Rural	A	0.64	
14	236th / 238th Ave NE	NE 80th St to Union Hill Rd (south)	19.07	Minor	Rural	B	0.86	
14	236th / 238th Ave NE	Union Hill Rd (south) to SR-202	19.1	Minor	Rural	B	1.36	
14	NE 124th St	Novelty Hill Rd to SR-203	402.1	Principal	Rural	C	0.78	
14	W. Snoqualmie Rd	Novelty Hill Rd to NE 80th St	506.1	Minor	Rural	A	2.51	
14	W. Snoqualmie Rd	NE 80th to St Ames Lk Rd	506.2	Minor	Rural	B	1.10	
14	Ames Lake Rd	SR-202 to NE Quail Creek Dr	507.1	Minor	Rural	A	1.44	
14	Ames Lake Rd	NE Quail Creek Dr to Union Hill Rd	507.3	Minor	Rural	A	0.86	
14	Ames Lake Rd	Union Hill Rd to W Snoq Valley Rd	507.4	Minor	Rural	A	1.43	
14	208th Ave NE/204th PI NE	Union to SR-202	508.4	Minor	Rural	B	1.24	
14	NE 80th St	W Snoq Valley Rd to Carnation Farm Rd.	509.1	Minor	Rural	A	0.75	
14	NE Carnation Farm Rd	W Snoq Valley Rd to Carnation Farm Ent.	510.1	Minor	Rural	A	2.07	
14	NE Carnation Farm Rd	Carnation Farm Entrance To SR-203	510.4	Minor	Rural	A	1.31	
14	Tolt Hill Rd	SR-202 to 290th Ave NE	511.1	Minor	Rural	A	1.28	
14	Tolt Hill Rd	290th Ave NE to W Snoqualmie River Rd	511.3	Minor	Rural	A	1.27	
14	244th Ave NE	SR-202 to NE 11th St	512.1	Minor	Rural	A	0.33	
14	SR-202	187th Ave N to Sahalee Way	5.05	State Route	Rural	B	1.22	
14	SR-202	Sahalee Way to 228th Ave NE	5.1	State Route	Rural	A	1.49	
14	SR-202	228th Ave NE to 244th Ave NE	5.12	State Route	Rural	B	1.26	
14	Sahalee Way	SR-202 - NE 36th	8.01	Principal	Rural	C	0.58	
14	SR-202	244th Ave NE to 268th Ave NE	408.1	State Route	Rural	A	1.73	
14	SR-202	268th Ave NE to NE 4th PI	408.5	State Route	Rural	A	1.68	
14	SR-202	NE 4th PL to SE Duthie Hill Rd	408.8	State Route	Rural	A	2.36	
14	Novelty Hill Rd.	234th Ave NE to W Snoqualmie Valley Rd	4.13	Principal	Rural	C	0.65	11
14	SR-202	SE Duthie Hill Rd to 308th SE	409.1	State Route	Rural	A	0.80	15
14	Issaquah Fall City/Duthie Hill Rd	Trossachs Blvd to SR-202	410.1	Principal	Rural	B	1.05	15
							34.29	

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
15	Issaquah Fall City Rd./Duthie Hill Rd.	Highlands Rd to Klahanie Dr SE	7.01	Principal	Urban	D	1.03	25
15	Issaquah Fall City Rd./Duthie Hill Rd.	Klahanie Dr SE to SE Iss-Beaver Lake Rd	7.06	Principal	Urban	A	1.18	25
15	Issaquah Fall City Rd./Duthie Hill Rd.	Iss-Beaver Lake Rd to Trossachs Blvd	7.11	Principal	Urban	A	1.03	
15	Issaquah Fall City Rd./Duthie Hill Rd.	Trossachs Blvd to SR-202		Principal	Rural	B	1.09	14
15	Preston Fall-City Rd	I-90 to SE 68th St	406.01	Principal	Rural	A	2.20	18
15	Preston Fall-City Rd	SE 68th St to SR-202	406.06	Principal	Rural	B	1.30	17
15	SR-202	SE Duthie Hill Rd to 308th SE	409.1	State Route	Rural	A	1.22	14
15	SR-202	308th SE to SR-203 roundabout	409.3	State Route	Rural	B	2.35	17
							11.40	
16	NE 124th St	Novelty Hill Rd to SR-203	402.1	Principal	Rural	C	1.00	17
16	SR-203	Snohmsh CL to .5 mi n/o Cherry Valley Rd	403.01	State Route	Rural	A	2.34	10
16	SR-203	.5 mi n/o Cherry Valley Rd to NE 140th St	403.02	State Route	Rural	C	0.22	10
16	SR-203	NE 140th St to NE 124th st	403.09	State Route	Rural	C	1.24	
16	W. Snoqualmie Rd	NE Woodinville-Duvall Rd. to NE 124th St	505.4	Minor	Rural	A	2.57	
16	NE Woodinville-Duvall Rd.	W Snoqualmie Valley Rd to SR-203	401.09	Principal	Rural	B	1.08	
							8.45	
17	NE Carnation Farm Rd	Carnation Farm Entrance To SR-203	510.4	Minor	Rural	A	0.78	
17	Tolt Hill Rd	W Snoqualmie River Rd to SR-203	511.4	Minor	Rural	A	0.71	
17	SR-203	NE 124th St to 296th Ave NE	403.12	State Route	Rural	A	2.78	
17	SR-203	296 Ave NE to NE Stillwater Hill Rd	403.15	State Route	Rural	A	1.03	
17	SR-203	NE Stillwater Hill Rd to Carnation Farm Rd	404.01	State Route	Rural	B	1.80	
17	SR-203	Carnation Farm Rd to NE Tolt Hill Rd	404.04	State Route	Rural	C	0.32	
17	SR-203	Carnation Farm Rd to NE Tolt Hill Rd	404.04	State Route	Urban	C	0.51	
17	SR-203	NE Tolt Hill Rd to NE 8th St	404.07	State Route	Rural	C	1.70	
17	SR-203	NE 8th St to Forest Rd	404.11	State Route	Rural	A	1.20	
17	SR-203/SR-202	Forest Rd to Fishery Hatchery Rd	405.01	State Route	Rural	A	3.00	
17	SR-203/SR-202	Fishery Hatchery Rd to 370th Ct SE	405.05	State Route	Rural	A	2.10	
17	Preston Fall-City Rd	SE 68th St to SR-202	406.06	Principal	Rural	B	1.30	15
17	NE 124th St	Novelty Hill Rd to SR-203	402.1	Principal	Rural	C	0.50	
17	SR-202	SE Duthie Hill Rd to 308th SE	409.1	State Route	Rural	A	0.39	15
17	SR-202	308th SE to SR-203 roundabout	409.3	State Route	Rural	B	1.50	15
							19.62	

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
18	Cedar Grove Rd	SR-169 to 230th SE	522.1	Minor	Rural	A	1.76	
18	Cedar Grove Rd	230th SE to SE 156th	522.4	Minor	Rural	A	1.00	
18	Cedar Grove Rd	SE 156th to Issaq.-Hobart	522.6	Minor	Rural	B	0.88	
18	SE 216th St.	SR-169 to 244th Ave SE	523.1	Minor	Rural	A	1.12	
18	SE 216th St.	244th Ave SE to 27th Ave SE	523.4	Minor	Rural	A	1.99	
18	276th Ave SE/Landsburg Rd SE	SR-18 to SE 208th St	524.01	Principal	Rural	A	1.38	
18	276th Ave SE/Landsburg Rd SE	SE 208th St to SE 224th St	524.04	Principal	Rural	A	0.99	
18	276th Ave SE/Landsburg Rd SE	SE 224th St to Summit-Landsburg Rd	524.07	Principal	Rural	A	2.08	
18	Issaquah-Hobart Rd.	SE 96th St to SE 127th St	12.08	Principal	Rural	C	1.92	
18	Issaquah-Hobart Rd.	SE 127th St to Cedar Grove Rd.	12.11	Principal	Rural	B	1.21	
18	Issaquah-Hobart Rd.	Cedar Grove Rd. to 252nd Ave SE	12.14	Principal	Rural	A	1.33	
18	Issaquah-Hobart Rd.	252nd Ave SE to SR-18	12.16	Principal	Rural	A	2.17	
18	SE May Valley Rd.	SE 128th St. to Issaq.-Hobart Rd.	420.4	Principal	Rural	B	2.53	12
18	SE 128th St.	175th Ave SE to SE May Valley Rd	422.06	Principal	Rural	A	0.53	12
18	Preston Fall-City Rd	SE 68th St to SR-202	406.06	Principal	Rural	B	0.16	15
							21.05	
19	276th Ave SE / Landburg Rd SE	Summit-Landsburg Rd to Kent-Kangley Rd	524.09	Minor	Rural	A	1.28	
19	Ravendale Way / Ravendale Rd.	SR-169 to Kent-Kangley	525	Minor	Rural	A	3.56	
19	Kent-Kangley / Retreat Kanaskat Rd.	Summit-Landsburg Rd to 262nd Ave SE	526.1	Minor	Rural	A	1.14	
19	Kent-Kangley / Retreat Kanaskat Rd.	262nd Ave SE to Retreat-Kanasket Rd	526.4	Minor	Rural	A	2.07	
19	Kent-Kangley / Retreat Kanaskat Rd.	Retreat-Kanasket to Cumberlnd-Knskt	526.6	Minor	Rural	A	3.10	
19	Cumberland Kanaskat Rd/Veazie Cumberland	Retreat-Kasaskat to SE 339th	527.2	Minor	Rural	A	1.16	
							12.31	
20	Cumberland Kanaskat Rd/Veazie Cumberland	Retreat-Kasaskat to SE 339th	527.2	Minor	Rural	A	1.96	
20	Veazie Cumberland Rd/284th Ave SE	SE 339th to Gorge Rd	527.5	Minor	Rural	A	1.02	
20	Veazie Cumberland Rd/284th Ave SE	Gorge Rd to SE 392nd St	527.7	Minor	Rural	A	2.96	
20	Veazie Cumberland Rd/284th Ave SE	SE 392nd St to SE 416th St	528.1	Minor	Rural	A	1.59	
20	Veazie Cumberland Rd/284th Ave SE	SE 416th St to SE 440th	528.5	Minor	Rural	A	1.49	
20	SE 392nd St./SE 400th Way	SR-169 to Veazie_Cumberland	529.1	Minor	Rural	A	1.92	
20	SE 416th St	SR-169 to 284th Ave SE	530.1	Minor	Rural	A	1.27	
20	SE 448th St	244th Ave SE to Farrelly Street	531.1	Minor	Rural	B	0.38	
20	244th Ave SE	SE 400th to SE 424th	532.01	Minor	Rural	A	1.50	
20	244th Ave SE	SE 424th to SE 448th	532.04	Minor	Rural	A	1.50	
20	244th Ave SE	SE 448th to SR-410	532.07	Minor	Rural	B	1.44	
20	212th Ave SE/218th Ave SE	Green Valley Rd to SE 368th Wy	533.5	Minor	Rural	A	0.69	
20	212th Ave SE/218th Ave SE	SE 368th Wy to SE 400th St	533.8	Minor	Rural	A	2.37	

Transportation Concurrency Travel Shed Arterial Summary Table

June 5, 2008

Shed	Corridors	Segment	Tag	Arterial	Urban	LOS	Length	Shared-Shed
20	212th Ave SE	SE 400th St to SE 436th St	534.1	Minor	Rural	A	2.26	
20	SR-164 (Auburn-Enumclaw Rd.)	SE 368th St to SE 392nd St	423.1	State Route	Rural	A	2.23	
20	SR-164 (Auburn-Enumclaw Rd.)	SE 392nd St to SE 416th St	423.4	State Route	Rural	A	1.69	
20	SR-164 (Auburn-Enumclaw Rd.)	SE 416th St to 196th SE	424.1	State Route	Rural	A	1.63	
20	SR-164 (Auburn-Enumclaw Rd.)	196th SE to 228th SE	424.3	State Route	Rural	A	2.02	
20	SR-164 (Auburn-Enumclaw Rd.)	228th SE to 248th SE (Highpoint St)	424.5	State Route	Rural	B	1.44	
20	SR-410	White River (Co. Line) to 252 Ave SE	576.01	State Route	Rural	D	0.46	
20	SR-410	White River (Co. Line) to 252 Ave SE	576.01	State Route	Urban	D	0.39	
20	SR-410	Farman Ave SE to Mud Mountain Rd	425.1	State Route	Rural	A	3.55	
20	SE 400 St (Krain Wabash Rd.)	SR-164 to 200th Ave SE	429.1	Principal	Rural	A	1.76	
20	SE 400 St (Krain Wabash Rd.)	200th Ave SE to 228th SE	429.3	Principal	Rural	A	1.77	
20	SE 400 St (Krain Wabash Rd.)	228th Ave SE to 244th Ave SE	430.1	Principal	Rural	A	1.01	
20	SE 400 St (Krain Wabash Rd.)	244th Ave SE to SR-169	430.4	Principal	Rural	B	1.25	
							41.55	
21	SR-203/SR-202	370th Ct SE to Mill Pond Rd	405.08	State Route	Rural	B	0.81	
21	SE North Bend Way	I-90 to 394th PI SE	411.1	Principal	Rural	A	2.25	
21	SE North Bend Way	Thrasher Ave SE to 452nd Ave SE	412.1	Principal	Urban	A	2.06	
21	SE North Bend Way	452nd Ave SE to 468th Ave SE	412.4	Principal	Urban	A	1.10	
							6.22	
25	Newport Way / W. Sunset Way	SE Somerset Blvd. to 152nd Ave SE	10.06	Minor	Urban	D	1.12	
25	Newport Way / W. Sunset Way	152nd Ave SE to SE 42nd PL	10.1	Minor	Urban	A	1.33	
25	Newport Way / W. Sunset Way	SE 42nd PL to NE Village Pk. Dr.	10.13	Minor	Urban	A	0.04	
25	150th Ave SE	Newport Way to SE 38th St	520.1	Minor	Urban	F	0.35	
25	Lakemont BLVD/Newcastle Golf Club	Forest Dr. to 155th SE	421.1	Principal	Urban	A	0.25	12
25	Issaquah Fall City Rd./Duthie Hill Rd.	Highlands Rd to Klahanie Dr SE	7.01	Principal	Urban	D	1.03	15
25	Issaquah Fall City Rd./Duthie Hill Rd.	Klahanie Dr SE to SE Iss-Beaver Lake Rd	7.06	Principal	Urban	A	1.18	15
							5.30	

King County Transportation Concurrency 2008
Level of Service Standards Used in Travel Sheds
June 27, 2008

Travel Sheds	Geographic Identifier	Urban (LOS E)	Rural (LOS B)	Urban Centers (LOS F)	Urban Residential High (LOS F)	Rural Towns (LOS E)	Designated Rural Neighborhood Commercial Centers (LOS D)
1	Vashon		X			X	
2	White Center	X		X	X		
3	Skyline	X		X	X		
4	North Federal Way	X			X		
5	Green River Valley	X	X				
6	SE Federal Way	X		X			
7	Soos Creek	X	X	X	X		X
8	Juanita/Kingsgate	X		X	X		
9	Sammamish Valley	X	X				
10	Woodinville		X				X
11	Novelty Hill	X	X	X			
12	Newcastle/East Renton	X	X				
13	East Auburn	X	X				
14	Union Hill/202	X	X				
15	Sammamish	X	X			X	X
16	Duvall	X	X				
17	Snoqualmie Valley	X	X				
18	Tiger Mtn/Hobart		X				X
19	Black Diamond	X	X				
20	Enumclaw	X	X				X
21	North Bend	X	X				
22	Skykomish		X				
23	Snoqualmie Pass		X			X	
24	White River		X				
25	Klahanie/Eastgate	X		X			

E-467

King County should protect the quality and quantity of ground((-))water countywide by:

- a. Implementing adopted Groundwater Management Plans;
- b. Reviewing and implementing approved Wellhead Protection Programs in conjunction with cities, state agencies and groundwater purveyors;
- c. Developing, with affected jurisdictions, best management practices for development and for forestry, agriculture, and mining operations based on adopted Groundwater Management Plans and Wellhead Protection Programs. The goals of these practices should be to promote aquifer recharge quality and to strive for no net reduction of recharge to groundwater quantity; ~~((and))~~
- d. Refining regulations to protect Critical Aquifer Recharge Areas and well-head protection areas;
- e. Educating the public about Best Management Practices to protect groundwater;
- f. Encouraging forest retention and active forest stewardship;
- g. Incorporating into its land use and water service decisions consideration of potential impacts on groundwater quality and quantity, and the need for long-term aquifer protection;
- h. Coordinating groundwater management efforts with cities, water districts, groundwater committees, and state and federal agencies; and
- i. Facilitating the proper decommissioning of any well abandoned in the process of connecting an existing water system to a Group A water system.

F-228

In the Urban Growth Area, if ~~((a))~~ an existing Group A water provider cannot provide direct service to new development in a timely and reasonable manner as required under RCW 70.116.060 or chapter 43.20 RCW, a new public water system may be established if it is owned and operated by the following, in order of preference:

- a. By the Group A system, in whose service area the system is located, via satellite management, or
- b. By a satellite management agency approved by the State Department of Health under contract with the Group A system in whose service area the system is located, provided that the existing Group A water system remains responsible for meeting the duty to serve the new system under RCW 43.20.260.

All new public water systems formed in the UGA shall connect to the Group A water system in whose service area the new system is located when direct service becomes available. All known and projected costs for anticipated connection shall be funded at the permitting stage of any proposed new construction or new subdivisions.

F-229

In the Rural Area, King County land use and water service decisions shall be guided generally by the principle of maintaining the long-term integrity of Rural Area

ecosystems, consistent with Countywide Planning Policy LU-15. Within the Rural Area, individual private wells, Group B water systems, and Group A water systems are all allowed; however, water service shall first be obtained when available from an existing Group A system, or, if such service is not available, then from an existing Group B system, before creation of a new system or use of private wells is allowed. Water service delivery within the Rural Area shall meet the requirements of King County Code Section 21A.28.040, and if provided by a water system, the system's capital facilities plan shall be consistent with Policy F-208. Creation of a new public water system or the expansion of an existing Group B system may be allowed to serve new construction or new subdivisions when no Group A public water system can provide service in a timely and reasonable manner per RCW 70.116.060, or when an existing system is not willing and able to provide safe and reliable potable water with reasonable economy and efficiency per RCW 19.27.097.

F-232

King County has an obligation to protect groundwater quality and quantity in rural areas; supports uses of groundwater that meet public health, resource protection, land use, planning, and fish recovery objectives and obligations; and supports tracking and measuring of groundwater use as it relates to the County's interests and responsibilities. King County shall work with water service providers, the State Department of Ecology and the State Department of Health to ensure that ~~((existing))~~ such provisions of state law ~~((that provide for measuring water withdrawals or diversions for sources of supply))~~ are fully utilized to meet ~~((public health, resource protection, land use, planning and fish recovery))~~ these objectives and obligations. The discussions with the water service providers and state agencies shall include the need for state or local procedures or additional authority to address (a) the construction of new exempt wells within existing water utility service areas, (b) decommissioning of wells no longer in service, and (c) other issues identified by the participants. King County shall require ~~((A))~~ any new or expanding Group B water system ~~((shall))~~ to have a totalizing source meter and ~~((shall))~~ make information from the meter available upon request of King County.

F-233

King County supports ~~((development))~~ initiation of a water planning process for the development of a regional water ~~((supply))~~ plan ~~((for the entire region))~~. The planning process should at a minimum cover all of King County, but may include a broader geographic area. The County will work in concert with water utilities and others that participate. Key components of this planning process should include:

- a. Involvement, oversight and support of elected officials in the region;
- b. Meaningful public participation including the involvement of the state and ~~((federally recognized))~~ tribes; and
- c. Recognition of, and making appropriate linkages with, other state, regional, or local planning processes. ~~((Prioritization of future supplies, including a role for conservation and reclaimed water;~~
- d. Assigned accountability for implementing conservation and developing new supplies and infrastructure such as transmission pipelines; and
- e. Legislative changes, if necessary, to implement the plan.))

F-234

King County recognizes that a regional water planning process will be a collaborative process. King County's objectives for the process and a resulting plan are that it:

- a. ~~((should assure that a regional water supply plan for all of King County is prepared in cooperation with water utilities and in coordination with affected federally recognized tribal, local and state governments. A continuous and meaningful public process should be used to develop the regional water supply plan, resulting in a plan that is adopted by elected public officials in the region and used by the state in making water resource decisions. The regional water supply plan should implement and be))~~ Be consistent with, and support, growth management objectives and decisions made by local and regional jurisdictions under the Growth Management Act;
- b. Address the need for sufficient flows to achieve salmon recovery objectives of the approved regional recovery plan for species listed under the Endangered Species Act, and recognize tribal water rights;
- c. ~~((and))~~ Be consistent with and support the approved water quality and quantity strategies adopted by the region, local governments, and other responsible entities (such as water utilities) in compliance with federal requirements under the ~~((Endangered Species Act,))~~ Clean Water Act, Safe Drinking Water Act, and other authorities relevant to water quantity and quality~~((;))~~;
- d. Include provisions for the efficient use of water, including reclaimed water;
- e. Consider the impacts of climate change on water demand and supply;
- f. Address the water needs of other specific sectors of the local economy, including agriculture and other industries with significant water uses;
- g. Include, to the extent possible, assigned accountability for implementing conservation and developing new supplies and related infrastructure; and
- h. Identify, and develop a strategy for, any legislative changes necessary or desirable to implement the plan.

F-235

~~((The county will work with water utilities to develop a water supply plan that prioritizes an array of potential sources, including conservation and reclaimed water, and defines a publicly- and state-accepted strategy for how the region could best meet future demands for water. During development of the regional water supply plan, the county will work in concert with water utilities to evaluate the projected water demands for population growth and other out-of-stream needs identified under the Growth Management Act, Endangered Species Act response provisions in plans developed under the state's Salmon Recovery Act, and Clean Water Act requirements for water quality.))~~

King County shall participate in the development of a regional water supply plan or plans addressing potable water supply service by multiple water purveyors to ensure that uses of reclaimed water intended to augment or replace potable water supplies will be considered in the development of any such plans, and for such other purposes as are authorized in the underlying authority for such a plan. King County's participation in the development of such plans shall be carried out in accordance with RCW 90.46.120, and pursuant to processes provided in the underlying planning authority. [Note: this is proposed March 2008 revised draft policy F-238; it has simply been renumbered]

F-236

King County supports interties that allow the transfer of water resources among water utilities ~~((in urban areas))~~ to meet the projected demands for growth. The transfer of water must be consistent with state law in RCW 90.03.383, locally

adopted ~~((growth management))~~ comprehensive plans, regional water supply plans, groundwater plans, watershed plans, and approved Coordinated Water System Plans, and implement approved Endangered Species Act response requirements and Clean Water Act requirements.

F-238

~~((King County's water reuse program and projects, as well as water reuse and water supply/resources, should be coordinated with a regional water supply plan in accordance with state and federal standards and coordinated with comprehensive land use plans.)) [Note: policy F-238 will no longer exist]~~

F-243

Consistent with Countywide Planning Policy FW-5, ((P)) public drinking water system surface water reservoirs and their watersheds should be managed primarily for the protection of drinking water, but should allow for multiple uses, including recreation, when such uses do not jeopardize drinking water quality standards. Public watersheds must also be managed to protect downstream fish and agriculture resources.

Glossary

Reclaimed Water

Reclaimed water means effluent (treated wastewater) from a wastewater treatment system that has been adequately and reliably treated, so that as a result of that treatment, it is suitable for a beneficial use or a controlled use that would not otherwise occur and is no longer considered wastewater. Reclaimed water may be used for beneficial purposes such as landscape and agricultural irrigation, heating and cooling, industrial processing, and environmental enhancement or restoration of streams, wetlands, and aquifers.

Water Reuse

~~Water reuse or wastewater reclamation involves using treated wastewater in place of drinking water for commercial irrigation and industrial processes. Also referred to as wastewater reuse. Water reuse refers to the use of reclaimed water or the reuse of other wastewater, such as greywater, as allowed under relevant state or local standards.~~

Introductory Text to Chapter 8, Subpart I

~~((King County adopted the Regional Wastewater Services Plan in 1999. It called for a new north treatment plant to be in operation by 2010 with a capacity of 36 million gallons per day (mgd). King County is proposing to build the new wastewater system. The Brightwater System will include a treatment plant to provide secondary treatment of wastewater, pipelines and pump stations to carry wastewater to and from the plant, and an outfall to discharge the treated wastewater to Puget Sound.~~

~~King County has selected the location of the Brightwater facilities at what is referred to as the Route 9-195th Street System with an effluent corridor along NE 195th Street and a marine outfall in Zone 7S.~~

The siting process has taken many years and is the focal point of a comprehensive Environmental Impact Statement, which is likely to be issued in November of 2003. Snohomish County and cities in the Brightwater service area have participated actively in the siting and environmental review process.))

King County adopted the Regional Wastewater Service Plan (RWSP) in 1999. The RWSP outlines a number of important projects, programs, and policies for King County to implement through 2030 to continue to protect public health and water quality and ensure sufficient wastewater capacity to meet future growth needs. The RWSP includes building a new regional treatment plant by 2010, now known as "Brightwater", to accommodate growth in the northern portion of the wastewater service area. The Brightwater Treatment System will include a 36 million gallons per day (mgd) treatment plant located at the Route 9 site in unincorporated Snohomish County; conveyance (pipes and pumps that take the wastewater to and from the plant); and a marine outfall that will discharge effluent (treated wastewater) from the Brightwater Treatment Plant into Puget Sound. The Brightwater conveyance system consists of approximately 14 miles of conveyance pipeline built in underground tunnels. Reclaimed water pipes are also being built in these tunnels and will bring reclaimed water closer to irrigators and industries in north King County, south Snohomish County, and the Sammamish Valley. Construction on the Brightwater Treatment System began in 2006; the project remains on schedule for completion in 2010.

The RWSP also calls for improvements to the county's regional conveyance system to meet the 20-year peak storm design standard and accommodate increased wastewater flows; improvements to reduce existing and future levels of infiltration and inflow into local collection systems; and improvements to control combined sewer overflows (CSOs) so that an average of no more than one untreated discharge occurs per year at each CSO site by 2030. The adopted policies that guide the implementation of the RWSP are in King County Code 28.86.010 through 28.86.180.

King County is pursuing the development of a Reclaimed Water Comprehensive Plan as an element of the RWSP. The overall goals of the Reclaimed Water Comprehensive Plan (Plan) are to identify ways to better manage and use treated effluent from King County's regional wastewater treatment system, and reduce the amount of effluent discharged to Puget Sound. The Plan will consider potential uses of reclaimed water authorized under state law and will guide King County's future reclaimed water program. King County's existing reclaimed water program will continue while the Plan is being developed. Facilities, decisions, and agreements supporting the county's existing reclaimed water program are guided by and implemented in accordance with existing policies in the RWSP.

In addition to King County's role as the regional wastewater treatment provider, the Seattle-King County Department of Public Health is the agency responsible for permitting on-site wastewater treatment and disposal systems (septic systems). In addition, the UTRC and the King County Council review((s)) and approve sewer utility comprehensive plans. [Note: only the paragraph with regard to the Reclaimed Water Comprehensive Plan is new; other text remains the same as in the March 2008 draft]]

Attachment 9 (framework)

C. New and Emerging Issues: Toward a Sustainable King County

~~((Background—Smart Growth in King County~~

~~*“We should not only use the brains we have, but all that we can borrow.” Woodrow Wilson*~~

~~Smart Growth, in King County, started out as a single initiative in 1997, but since then we’ve moved beyond just one initiative—the quality of life and Smart Growth principles are now embedded in everything we do in King County. It is about breaking down silos between departments and policies and integrating land use, transportation, public health, environmental management, and economic development in how we do business. This is an ongoing program that is flexible and searches out new opportunities and challenges. Consequently, Smart Growth in King County is dynamic and not focused on a single endpoint.~~

~~Smart Growth means working together—citizens, the business community, environmentalists, health professionals—to improve the quality of life for all residents. It means not sacrificing the environment for jobs; it means promoting health and mobility; and it means supporting local farms and vibrant urban cores.~~

~~Our goal is to create healthy, livable, movable, economically prosperous, and climate-friendly communities for the citizens and businesses that reside in King County and to integrate this thinking into all that we do. We are implementing projects and programs that carry out the Smart Growth principles included in this plan.~~

~~The Comprehensive Plan has ((used the Smart Growth)) been based on the principles of creating walkable neighborhoods, preserving open space and farmland, directing development toward existing communities, and providing a variety of transportation choices as the driving ((principles)) forces that determine the distribution of funding, creation of programs and projects, and for how the county interacts with local, state and federal agencies.~~

~~The impact of implementing these principles ((Smart Growth policies)) has been to: improve air quality through the reduction of greenhouse gas emissions (King County operates the largest hybrid transit fleet in the nation and is using 20% biodiesel in its bus fleet), reduce fuel consumption, create higher urban densities by directing 96% of the growth into the urban cores of the region (Urban Growth Area), preservation of irreplaceable resource lands, park and critical~~

areas, improving mobility by making transit service more accessible and sustaining a vibrant economy.

~~((Smart Growth in King County is about a multitude of programs and initiatives coalescing to change how we build and grow into the future. The following topics are being introduced into the Comprehensive Plan as new issues or expansions of existing issues. These topics—climate change, HealthScape, social equity, food policy and planning, the environment, and measurement and monitoring—represent our commitment to constantly evolve our growth management strategy to take advantage of new ideas and to form new partnerships. We have learned that tackling problems as they arise will yield fragmented results. We must join our efforts together to accomplish lasting change and establish a sustainable King County.))~~

~~((There are seven)) Three new framework policies ~~((one following each subsection below, that form the foundation for more detailed policies in the topical chapters of the Comprehensive Plan))~~— 1) health, equity, social and environmental justice; 2) climate change; and 3) measurement and monitoring—are being introduced into the Comprehensive Plan to address new issues or expansions of existing issues. These new framework policies represent a commitment to adapt growth management strategy to take advantage of new ideas. More importantly, they also form the broad foundation for more detailed and substantive implementing policies in the topical chapters of the Comprehensive Plan.~~

~~((FW-101—**King County will be a leader in creating sustainable communities by comprehensively considering land use, transportation, public health, the natural environment, food systems and equity.**))~~

Health, Equity, Environmental and Social Justice

Despite broad economic and social gains in society and in this country in recent history, major differences exist and continue to persist for significant segments of our population—particularly for communities of color and poor people—across the continuum of measures of health, well being and quality of life. King County is not immune to the national trends and statistics, despite its location in the relatively prosperous Puget Sound area. In the United States and in King County, children and adults who live at the bottom of the social ladder face life threatening and debilitating conditions far more often than those in the middle, who in turn are more at risk than those at the top.

Land use patterns and transportation investments can play key roles in making communities healthier. Well-planned neighborhoods have features like connected street networks, nearby shopping, walking paths, and transit service. These amenities reduce dependency on cars, increase opportunities to be physically active, decrease the likelihood to be overweight, and improve air quality.

Food is as essential to our health and well-being as air and water. For example, King County is experiencing a rise in the rate of obesity, and at the same time, an increase in food insecurity and malnutrition. Both can be caused by lack of access to adequate amounts of nutritious food, and both can lead to the same thing—a diminished quality of life that ends with premature death due to diet-related chronic disease. King County plays an important role in guiding and supporting system improvements that will result in King County residents eating local, healthy food. King County supports food systems that are ecologically and economically sustainable and that improve the health of the county's residents.

King County's groundbreaking *Land Use, Transportation, Air Quality and Health Study* (now known as HealthScape)—the first study of its kind for a local government—shows that low density, separated land uses, and poor street connectivity is associated with: (1) reduced transit ridership, walking, and physical activity; (2) increased auto use, air pollution, greenhouse gas emissions, and energy consumption; and (3) increased obesity, which increases the likelihood of cardio vascular disease, type II diabetes, and colorectal cancer. HealthScape literally draws the link between sprawl, poor health, and greenhouse gas emissions.

Using data generated in King County, this study specifically concluded the following:

- People walk more in neighborhoods with a wide variety of retail services and easy access to those services. This improves health and reduces pollutants.
- Transit use is highest where walking is most prevalent, and walking is most prevalent where transit is convenient and efficient.
- Residents of more walkable areas are less likely to be overweight or obese and more likely to report being physically active.
- Residents in the most interconnected parts of the county drive 25% fewer miles than those who live in the most sprawling areas of the county.

With obesity rates rising at alarming rates, King County can use the findings from this study to update policies and plans to incorporate health and air quality into land use and transportation planning.

Equity and social justice are traditionally linked to land use planning through the concept of environmental justice. Generally, environmental justice encompasses the presence of industrial or commercial land uses that carry substantial adverse impacts to low-income and minority communities. But, environmental justice can also refer to *lack* of facilities and services and other amenities. The White Center Community Enhancement Initiative begun in 2005 is one example of a concerted community process that seeks to add infrastructure necessary for making a place safe, livable, and health-promoting. Collectively, these factors are the foundation of prosperity for all people and communities. In White Center, this is being accomplished through improving sidewalks, pedestrian connections, and spurring economic development in the neighborhood's commercial core. Land use planning brings the principles of community participation and community visioning to the equity and social justice movement, thus setting the stage for infrastructure improvements and policies that underpin achieving equity and social justice.

King County will work to reduce inequities and address concerns of social justice by incorporating these values into the daily practice of developing policies and programs, making funding decisions and delivering services. Further King County will identify and address the conditions at the root of disparities, engage communities to have a strong voice in shaping their future, and raise and sustain the visibility of equity and social justice. The goal is to start by tackling problems further upstream than is typically done to get at the fundamental cause of the disparities in order to have a greater overall impact.

FW-101 King County will seek to reduce health disparities and address issues of equity, social and environmental justice when evaluating its land use policies, programs, and practices.

Climate Change

"Global warming is a 'modern' problem—complicated, involving the entire world, tangled up with difficult issues such as poverty, economic development, and population growth. Dealing with it will not be easy. Ignoring it will be worse." UN Framework Convention on Climate Change

There is consensus among the world's leading scientists that global warming caused by human emission of heat-trapping, greenhouse gases is among the most significant problems facing the world today. Climate scientists at the University of Washington predict average temperatures in the northwest will increase approximately one degree Fahrenheit per decade in the twenty-first century. Climate change in the northwest is expected to result in reduced snowpack and associated drinking water supplies, changes in winter flooding patterns, reduced summer stream

flows for fish, altered habitat for other wildlife, and increases in infectious diseases for humans and wildlife. ~~((King County is uniquely positioned among local governments to be a leader in reducing greenhouse gas emissions and preparing for the impacts of climate change. Using four levers of change—land use planning, transportation, environmental management and renewable energy—King County government has become a successful living laboratory and national model of strategies to reduce and prepare for global warming impacts.))~~

King County is working locally, regionally, and nationally to reduce fossil fuel consumption and to survive the inevitable changes climate change will bring. At the local and regional levels, King County is building a green fleet of hybrid buses and cars, enacting major energy and resource conservation management programs, and requiring consideration of the impact of development proposals on greenhouse gas emissions using the State Environmental Policy Act.

At the national level, King County is forming Urban Leaders, a small coalition of large cities and counties to influence how infrastructure projects, such as floodplain management and water reuse, are funded at the federal level. In partnership with the Climate Impacts Group at the University of Washington, King County is writing a guidebook for regional governments on how to adapt to climate change impacts.

King County has joined several large counterparts across the country in partnering with the Sierra Club to form the Cool Counties Climate Stabilization Initiative, a major new strategy to combat global warming. In 2006, King County joined the Chicago Climate Exchange (CCX), one of the first local governments and the only transit agency to do so. The CCX is a voluntary market in which members commit to reduce greenhouse gas emissions and work actively with other government members to advocate for a United States federal cap on greenhouse gas emissions.

While greenhouse gas emissions produced within the King County region constitute only a small percentage of national and global quantities, our region can play a critical role in pioneering the policies, practices and investments that inform climate change mitigation efforts worldwide.

King County is uniquely positioned among local governments to be a leader in reducing greenhouse gas emissions and preparing for the impacts of climate change. Using four levers of change—land use planning, transportation, environmental management and renewable energy—King County government has become a successful living laboratory and national model of strategies to reduce and prepare for global warming impacts.

FW-102 King County will ~~((achieve a climate stabilization target in government operations by reducing greenhouse gas emissions 80 percent below current levels by 2050))~~ be a leader in adaptation to, and mitigation of, climate change effects.

~~((HealthScape~~

~~“Good planning can avoid some of the worst modern traffic jams, put public transit first, make walking and biking convenient, and preserve pockets of “green” critical to humans’ physical and emotional health.” Neal Peirce~~

King County’s groundbreaking *Land Use, Transportation, Air Quality and Health Study* (now known as HealthScape) — the first study of its kind for a local government — shows that low density, separated land uses, and poor street connectivity is associated with reduced transit ridership, walking, and physical activity; increased auto use, air pollution, greenhouse gas emissions, and energy consumption; and increased obesity, which increases the likelihood of cardio-vascular disease, type II diabetes, and colorectal cancer. HealthScape literally draws the link between sprawl, poor health, and greenhouse gas emissions.

Using data generated in King County, this study specifically concluded the following:

- ~~People walk more in neighborhoods with a wide variety of retail services and easy access to those services. This improves health and reduces pollutants.~~
- ~~Transit use is highest where walking is most prevalent, and walking is most prevalent where transit is convenient and efficient.~~
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- ~~Residents in the most interconnected parts of the county drive 25% fewer miles than those who live in the most sprawling areas of the county.~~

Land use patterns and transportation investments can play key roles in making communities healthier. Well-planned neighborhoods have features like connected street networks, nearby shopping, walking paths, and transit service. These amenities reduce dependency on cars, increase opportunities to be physically active, decrease the likelihood to be overweight, and improve air quality.

With obesity rates rising at alarming rates, King County is using the findings from this study to update policies and plans to incorporate health and air quality into land use and transportation

planning. Additionally, the county is developing a non-motorized transportation programming tool and a land-use impact assessment model that will help jurisdictions in King County predict the health and environmental benefits of new development and transportation investments.

FW-103 — King County will incorporate public health and air quality considerations into transportation and land use actions to ensure that the built environment can support a healthy populace into the future.

Equity and Social Justice

“Increasing opportunities, providing education and training for better jobs, investing in our schools, improving housing, integrating neighborhoods, giving people more control over their work — these are as much health strategies as diet, smoking, and exercise.” David Williams, Harvard School of Public Health

Despite broad economic and social gains in society and in this country in recent history, major differences exist and continue to persist for significant segments of our population — particularly for communities of color and poor people — across the continuum of measures of health, well being and quality of life. King County is not immune to the national trends and statistics, despite its location in the relatively prosperous Puget Sound area. In the United States and in King County, children and adults who live at the bottom of the social ladder face life threatening and debilitating conditions far more often than those in the middle, who in turn are more at risk than those at the top.

Equity and social justice are traditionally linked to land-use planning through the concept of environmental justice. Generally, environmental justice encompasses the presence of industrial or commercial land uses that carry substantial adverse impacts to low-income and minority communities. But, environmental justice can also refer to *lack* of facilities and services and other amenities. The White Center Community Enhancement Initiative established by King County in 2005 is one example of a concerted community process that seeks to add infrastructure necessary for making a place safe, livable, and health-promoting. Collectively, these factors are the foundation of prosperity for all people and communities. In White Center, this is being accomplished through improving sidewalks, pedestrian connections, and spurring economic development in the neighborhood’s commercial core. Land-use planning brings the principles of community participation and community visioning to the equity and social justice movement, thus setting the stage for infrastructure improvements and policies that underpin achieving equity and social justice.

In accordance with the 2008 Equity and Social Justice Initiative, King County will work to reduce inequities and address concerns of social justice by incorporating these values into the daily practice of developing policies and programs, making funding decisions and delivering services. Further King County will identify and address the conditions at the root of disparities, engage communities to have a strong voice in shaping their future, and raise and sustain the visibility of equity and social justice. The goal is to start by tackling problems further upstream than is typically done to get at the fundamental cause of the disparities in order to have a greater overall impact.

FW-104 — King County will evaluate land use policies, programs, and practices through an equity and social justice lens to help in the reduction of health disparities and directly address issues of environmental justice.

Food Policy and Planning

~~“Eating is an agricultural act,’ as Wendell Berry famously said. It is also an ecological act, and a political act, too.” Michael Pollan~~

Food is as essential to our health and well-being as air and water. However, there is no coordinated public system to ensure reliable, secure, healthy, and accessible food, and as a result, many people suffer from poor diets. For example, King County is experiencing a rise in the rate of obesity, and at the same time, an increase in food insecurity and malnutrition. Both can be caused by lack of access to adequate amounts of nutritious food and both can lead to the same thing—a diminished quality of life that ends with premature death due to diet-related chronic disease.

The food we eat in King County is supplied from all over the world. The global economy and geopolitical events far from King County contribute to concerns about food safety and security. The more distant the source of our food, the less we know about its cultivation, processing, and transportation, all of which affect environmental quality and human health. Many of these issues, though strongly interrelated, are dealt with separately through various government actions, private sector market activity, and non-profit sector efforts.

The food system includes the following interdependent and connected activities: how food is produced, how food is processed, how food is transported, how food is distributed, how access to food varies by neighborhood demographics, how food is stored, prepared and enjoyed, and

finally, how uneaten food and food byproducts are disposed of, rescued for other people's use or recycled. Ideally the different parts of a local food system are working together in ways that benefit people, the places they live, and the environment.

King County's fertile agricultural soil and its mild climate that allows year-round food production, contribute to its vibrant agricultural economy. The county has numerous programs to help increase acres in production and the viability of farming, including conservation of the land base through agricultural zoning and the purchase of development rights. The county works with the other eleven member counties of Puget Sound Fresh and other organizations to promote sales of local farm products through farmers markets and other retail outlets. The county recently adopted changes in land use regulations to allow more flexibility for farm businesses. King County has also been working to address nutrition-related health issues. The county is an active partner with businesses, non-profit organizations, and other government agencies to combat obesity, and to improve food bank access.

Our aim is to build upon existing efforts to create and support a sustainable, reliable, equitable, and resilient local food system in King County. Future food system enhancements should help ensure food security and safety for all communities, lower greenhouse gas emissions, increase local farm production and expand the market for local food, increase farm jobs and income, and improve the local economy.

King County plays an important role in guiding and supporting system improvements that will result in King County residents eating local, healthy food. Such food system improvements will occur through implementation of progressive and coordinated policies and programs that address agriculture, land use, health, human services, economic development, transportation and the environment.

FW-105 — King County supports food systems that are ecologically sustainable and that improve the health of the county's residents.

Puget Sound Partnership

"On the surface, Puget Sound still looks terrific; yet underneath there are alarming signals that the ecosystem is in trouble." Puget Sound Partnership Recommendations

The Puget Sound Partnership is a state agency established in 2007 to lead efforts to protect and restore Puget Sound and its diversity of life for generations to come. The partnership will create a

long-term plan called the 2020 Action Agenda that will identify and prioritize actions, name those responsible, identify funding, track progress and report the results publicly. The Partnership will be best served by moving quickly to capitalize on the energy around Puget Sound recovery and to focus on action. The partnership will insure that ongoing salmon recovery efforts stay on track and continue to make important contributions to the protection and recovery of Puget Sound by advancing salmon recovery plan implementation, addressing gaps in the Chinook Recovery Plan, defining subregion boundaries, and establishing and acting on science priorities.

~~FW-106 — King County will continue to be a model local government for the protection and recovery of Puget Sound by working with others to implement recommendations of watershed-based salmon recovery plans, actively participating in the Puget Sound Partnership, continuing to conduct water quality monitoring and assessment, and implementing effective stormwater management and wastewater treatment programs.))~~

Performance Measurement and Management

“An acre of performance is worth a whole world of promise.” William Dean Howells

As part of a growing national movement at all levels of government, King County is embracing performance measurement and management. Performance measurement is measuring and reporting performance data while *performance management* is using performance information to inform management decisions. Successful organizations rely on performance management to inform leadership about how well they are reaching their goals and where improvements can be made.

King County is doing performance management for several important reasons:

- Ensure county goals are being met;
- Improve county services, where necessary;
- Increase transparency with the public;
- Increase use of data for more informed public discussion and decision-making; and
- Increase accountability at all levels of government.

In support of public access, King County publishes an annual performance report entitled *King County AIMS High: Annual Indicators and Measures* to accompany the budget. Providing additional public access to performance reporting, the AIMS High website (www.kingcounty.gov/exec/aimshigh) emphasizes the relationship between community-level

conditions and agency performance. The website is organized primarily by themes (such as natural resources), but the public can also access information by department.

In addition to public measurement reporting, the King County Executive initiated a performance management program called “KingStat” in 2006. KingStat is a set of regularly held, data-focused meetings between the County Executive and department managers to discuss agency performance. KingStat is designed to assist department directors in managing their operations, improve decision-making at all levels, and ensure that departments stay focused on top priorities.

FW-((107)) 103 King County will ((~~continue to measure broad community-level conditions and related~~)) develop appropriate performance measurement tools, based on best practices, in order to assess agency performance and ((~~report these results to the public. King County will use these results to regularly assess~~)) the achievement of Countywide Planning Policies and comprehensive plan goals.